

TAPPING AND SPACING.

EXTRAORDINARY YIELD BY SINGAPORE TREE.

In the last issue of the Agricultural Bulletin (Strait) Mr. H. N. Ridley gives a great deal of valuable information about rubber trees. Full comprehension of the article is impossible without the statistical tables accompanying, but the extracts below give a general outline of his remarks.

Throughout the East all plantation rubber is obtained by some method of excising the bark whereas in Brazil the process is one of incision. This latter method has been fully tried in this garden and discontinued for the reason of slow bark recovery of the incised wounds, combined with the poor return of latex—although in Brazil it is claimed that the amount of rubber is higher per tree. This is very doubtful and probably refers to the average of old trees compared with young trees in the East. From one of the oldest and largest trees in the Singapore Garden 1,145 lbs. of latex were obtained in three periods of tapping during 1909 resulting in 36 lbs. of rubber. This tree was actually excised on 80 days only for one year.

The double herring-bone method (of tapping) something like 4 or 5 pairs of full V's—has proved too expensive in bark excision and the single herring-bone method—a vertical channel with 4 or 5 half V's, or oblique excisions at an angle of 45° about 1" apart—is now adopted. This we think the most practical method, both as regards yield of latex or economy of bark and provided the excising of bark is carefully done, i.e., the excisions are uniform and not too deep, improvement would appear to lie in the direction in which the latex is collected rather than by the method of tapping. To retard the rapid coagulation of latex on a practical basis is a problem which does not admit of an easy solution.

YOUNG AND OLD TREES.

Para rubber is a crop which, if the plantations in the East are carefully tended, might be continued for 60 years. The life of a tree or estate may be lengthened, or shortened by the treatment accorded, but the real test of successful cultivation in view of prospective crops depends entirely on the annual increment of growth of the trees—it is an indisputable fact that the ratio of yield increases with the size of a tree, both in respect of dry weight of rubber and better latex producing rubber. The difference in the quantity of latex between young and old trees of nearly the same aggregate girth is not very large, although variable; it is evident, however, that the ratio of output to the volume of latex between young and old trees is considerably higher in old trees than in young.

No. of Trees	Total Girth	Latex	Dry Rubber
90	22' 5"	3,511	37 lbs.
120	27' 10"	4,433	43 "
100	27' 10"	3,981	48 "
50	20' 9"	3,113	75 "

In previous reports we have called attention to the necessity of wide planting as the most important factor in the annual increment of growth of rubber trees. Such increment, we consider, should not be less, for the average of an estate, than two inches per annum between the third and thirtieth years.

The increment of growth of para trees is variable according to situation, soil, humidity; but the ratio of increment also varies according to the age of the tree.

We would estimate the ratio of growth where the general conditions are fair as follows:—
From 5 to 15 years 2 to 4 inches per annum.
" 15 to 20 " 2 to 3 " " "
" 20 to 25 " 1 to 2 " " "

The normal increment of growth, however, may be modified in any particular year through prolific seedling. It has been ascertained with oaks and beeches in temperate countries that the annual concentric ring of new wood may be reduced as much as 50 per cent. as a result of heavy seedling.

CHECKING THE GROWTH.

There is a far more important cause which checks the normal growth of Para trees when overcrowded. With trees in general there is usually some excess of food assimilated which gradually accumulates until exhausted or disposed of by a heavy crop of seeds; but in rubber trees regularly tapped, the plant food formed by the tree has not only to provide the formative substance of a seed crop—as well as find nutriment for the cambium zone, but it has also to furnish material for new cell walls which are regularly formed as tapping proceeds. To meet this extra demand well developed trees with abundance of leaves—really manufacturing organs—are necessary, but as a consequence of overcrowding and the resulting struggle for existence a small crescent of leaves manages to reach the light and such diminished organs are incapable of elaborating the necessary food.

A Para tree always obtains a minimum supply of latex and the loss sustained by tapping is compensated for by an increased intake, and storage of water which gradually affects the colour and volume of latex exuded and although there is shrinkage or loss of weight in proportion to volume such loss is more than compensated for in the increased volume of latex. We would add that, in our opinion, coloured rubber is the strongest.

DANGER OF CLOSE PLANTING.

The progress or condition of an estate should not be considered from the view of yield of latex, as this may be good as long as the bark lasts and quick bark renewal can only be effected when the increment of growth is satisfactory. Overcrowded trees are the first to suffer. The cambium zone is starved and instead of an increment of growth of some inches, the annual concentric ring is scarcely perceptible and bark renewal is not only slow but the new bark is thin and very slightly latex bearing. How far growth may be checked, or rather the alarming extent to which growth may be checked, is shown by the following figures in which trees closely and widely planted are compared. The closely

planted trees are now 24 years old planted on a triangular piece of ground measuring 1 Rd., 34 Pl., and contains 322 trees. There is an outside row of 38 trees which were planted a little earlier and are somewhat better spaced and have a much larger supply of light, air, and root room. The increment of growth for the past 6 years is as follows:—
38 outside trees increment for 6 years=84 inches or 14 inches per annum, 284 inside trees increment for 6 years=41 inches or 6 1/2 inch per annum.

In other parts of the garden where the spacing of trees has been better the increment of growth amounts to 13 1/2 inches for 6 years or 2 1/4 inches per annum.

Trees at 20 years old should be 30 feet apart. Estates therefore intended to last for a full period of 100 years, should be spaced well apart or they will not continue to yield fully for the whole time. A hundred and fifty large trees planted far apart and allowed to attain their full development are actually more valuable than five hundred smaller crowded trees of the same age, though these have a larger tapping area of bark. It may be noted, too, that not only would they actually produce a large and better quality of caoutchouc but they would also be cheaper to tap.

SCOTT ANTARCTIC EXPEDITION.

GEOLOGIST ARRIVES IN MELBOURNE.

Mr. T. G. Taylor, B.A., B.Sc., who is to accompany Captain Scott's expedition to the Antarctic, has arrived in Melbourne. Mr. Taylor received the greater part of his education in Sydney, where he arrived when only a child. He studied geology and other subjects at the Sydney University, under Professor David, and then proceeded to Cambridge. His career at the English University was an eminently successful one, and, as a result of his researches into the glacial geology of the Swiss Alps, the University authorities recommended that he should accompany Captain Scott's expedition to study the glacial conditions in the Antarctic.

In the course of a brief interview to-day, Mr. Taylor said his investigations in Europe in the Alps showed that there was little doubt that many thousands of years ago, perhaps 20,000, the same conditions prevailed in Europe as now obtain in the Antarctic. All the huge glaciers, rivers, and gorges in Switzerland, and the soils of Central Europe bore evidence of having passed through the ice age. The subject was at present occupying a great deal of attention in scientific circles in Europe, and he was going with the expedition to prosecute his investigations, and to discover how the geological features of Europe and Antarctica compared.

Almost simultaneously with his acceptance of the position as a member of the expedition, Mr. Taylor was appointed a member of the scientific staff of the Commonwealth Meteorological Department, and he entered upon his duties shortly after his arrival. The department has granted him eighteen months' leave of absence while away with the expedition and Mr. Taylor will, if possible, also give some attention to the meteorology of Antarctica.

The Terra Nova left Cardiff for Australia last in June, and will stay in Sydney and Melbourne for a few weeks during September and October next. She will then sail for Lyttelton, and the journey south is expected to be commenced about November.

DEATH SENTENCE.

PASSED ON THREE WOMEN.

The trial was concluded in the Criminal Court in Melbourne recently of Elizabeth Downey, Clara Pennington, and Minnie Long, on a charge of having, at North Melbourne on May 7 last, murdered Isabella Nelson McCallum by means of an illegal operation. Each of the accused was found guilty, Pennington being recommended to mercy.

Asked if they had anything to say, why sentence should not be passed upon them, each of the prisoners said that she had nothing to do with any illegal operation.

Mr. Justice Hood said he thoroughly agreed with the verdict. He only concluded he drew was that they had been carrying on this abortive transaction for some time. He sentenced each of the accused to death.

When sentence was pronounced several women in court rushed into the lobby in tears. One of the condemned women, Elizabeth Downey, has previously stood her trial on a similar charge before the Criminal Court, and on one occasion was actually convicted and sentenced to suffer the extreme penalty of the law. She escaped, however, on a legal point, which, being referred to the State Full Court, was decided in her favour. She was placed on trial again, and was acquitted by the jury.

The evidence called by the Crown on the last trial for murder showed that a girl, McCallum, had been in correspondence with the woman Long, or—to give her the name under which she practised as a herbalist—Yee Lee. Coming from Geelong to Melbourne, the girl had an interview with Long at Collingwood, and was then taken by the woman Pennington, according to the Crown evidence, to the house of Downey, at North Melbourne.

After sentence of death was passed, Downey appeared to have scarcely strength to descend the steps from the dock to the floor of the court, and she was received and supported by the warden to the door. Pennington followed, composed to all appearance; but Long seemed to be hysterical, and sobbed loudly until she was led away.

The Governments of New South Wales and Victoria have represented to the Prime Minister that the police may not be able to collect census paper in April.

To test the feeling of Parliament on the proposed visit of the British Association to Australia in 1913, £1000 will be placed on the estimates for the next financial year.

COMMERCIAL.

August 12th, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	5/9
Anglo-Javas	11 1/2
Anglo-Malays	26 1/2
Balgownies	14
Baja Tigas	7 1/2
Bertams	7 1/2
Bukit Kajangs (pp.)	63 1/2
Bukit Rajabs	—
Carey Uniteds	21/9 prem.
Castelfields	120/
Changkat Serdangs	51 1/2
Cheras (part paid)	51 1/2
Do. (fully paid)	51 1/2
Damansaras	167/6
Eastern Internationals	25 1/2 prem.
Fed. Selangors	—
Glenaglys	32/50
Glenaglies	—
Goldendals	110/
Golden Hopes	—
Highlands and Lowlands	21/
Indragiris	51 1/2
Isch Koonaths	—
Jequies	—
Kanglans	—
Konglans	7/ prem.
Kuala Lumpurs	192/6
Landrons (fully paid)	—
Landrons (ppd.)	—
Labus	—
Ledburys	80/
Linggis	57/
London Asiatics	13/
London Ventures	6/
Melmas	7/6
Pajams	51 1/2
Pegohs	51/9
Rubber Trusts	33/6 prem.
Saggs	270/
Sandycrofts	330
Sapongs	—
Seafields	—
Sekongs	30/ prem.
Shelfords	77/6
Singapore & Johores	51 1/2
Sumatra Paras	15/
Suzel Chols	100/
Suzel Kapans	15/9
Tanjongs	—
Tangkabs	37/6
Toeragies	2/ prem.
Ulu Runtis	—
United Serdangs	121/
United Singapore	51 1/2
United Sumatras	11/6
United Langkats	80/
Para Rubber	8/10 per lb.

Tangkabs having called up 5/- per share are now quoted fully paid.

JULY RUBBER RETURNS.

Agents F. W. Barker & Co.	
Sandycrofts—0,341 lbs; against 5,782 lbs;	
total for six months 39,336 lbs; against 54,592 lbs.	
Renawang—0,250 lbs; against 837 lbs; total for six months 31,926 lbs; against 6,374 lbs.	
Singapore and Johore—1,780 lbs; against 4,000 lbs; total for seven months 61,746 lbs; against 16,771 lbs.	
Klebars—256 lbs.	
Melton—1,083 lbs.	
Alma—850 lbs.	
Baja Tiga—8,463 lbs.	
Sengat—7,031 lbs.	
Glenagly—1,735 lbs.	
Ratanul—1,850 lbs.	

Agents Derrick & Co.

Telok Anson—680 lbs.

Agents Guthrie & Co.

Headwood—1,100 lbs.

Agents Evans & Co.

Ulu Pandan—475 lbs., total two months 885.

THE WEATHER.

On the 12th at 12.10 p.m.—The barometer has fallen slightly over the Loochoos; and risen moderately to slightly over China and at the stations around the China Sea.

A depression, which appears to have developed over the Lower Yangtze valley, has moved into the Eastern Sea.

The depression, lying off the S.E. coast of Japan yesterday, is moving away over the Pacific.

Pressure is still high over the Pacific to the N.E. of Japan, and also over the S. part of the China Sea.

Moderate variable winds may be expected in the Formosa Channel, and fresh S. W. to S. winds along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.40 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S. W. and S. winds, fresh; locally, thunder storm.

2.—Formosa Channel, Variable winds, moderate.

3.—South coast of China between Hongkong and Lamook, Same as No. 1.

4.—North coast of China between Hongkong and Falmes, Same as No. 1.

Events Coming.

Saturday, 13th August.
Gymkhana, Race Course, 3.30 p.m.

Monday, 15th August.
Crown Land Sale, at P. W. D. 3 p.m.
Statutory meeting, Toeragie Rubber Co., 5 p.m.

Tuesday, 16th August.
Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.

Wednesday, 17th August.
Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.

Thursday, 18th August.
Legislative Council meeting, 2.30 p.m.

Saturday, 20th August.
Hongkong Bank meeting, City Hall, at noon.
Aquatic Club, V.R.O. 9 p.m.

COMMERCIAL.

RUBBER SHARE MARKET.

Hongkong, 12th August.

The continued heavy fall in the price of the raw material, quoted at 8/9 per lb., last week, to 7/9 for Para and 6/9 for Plantation Rubber on 10th inst., absolutely paralysed business in the share market and quotations dropped in sympathy. The further fall in prices was arrested yesterday when inquiries from London for sterling stock quotations up several points from the lowest rates touched earlier in the week. The rise of Para rubber to 8/10 per lb. to-day further helped to stiffen sterling-quoted shares, and the market closes with a decidedly firmer tone.

Business during the week, however, was restricted to the low-priced stocks, several transactions having taken place at current quotations. The downward slide of Singapore-dollar stocks continues unchecked and, generally speaking, they have reached a level so low as to become temptingly profitable investments. The remark applies, of course, to the companies already producing rubber, but not to those that have only recently emerged from the embryonic stage.

Anglo-Malays were sold as low as 23/6 during the early part but towards the close are higher with probable buyers at 25/6.

Allagars after sales at 5/3 are in demand at the slightly improved rate of 5/6.

Western internationals have suffered a severe decline from 26/6 prem., last week's closing rate, to 25/- prem., but at the close a sharp reaction has taken place bringing the price back to 25/- prem. at which they remain fairly steady.

Linggis changed hands at 55/6 during the week but can now be placed at 56/6.

London Ventures have buyers from London at 6/6, with probable sellers at 7/-.

Melmas have been dealt in to a fair extent at between 7/3 and 7/6, closing with small inquiries.

Ledburys are at 80/- and without business or report at 81/-.

London Asiatics weakened to as low as 11/- during the early part of the week but have since improved to 13/6, after sales at 12/6.

Tangkabs are on offer at 25/- prem. with probable buyers at 23/6 prem.

United Serdangs have activated a good deal during the week, after sales at 127/- and 127/6, they were sold to 110/- with sellers, but are now firm with buyers at 123/6.

United Sumatras were sold at 11/- and more can be had at 12/-.

Tanjongs have improved to 57/6 prem. at which they keep fairly steady.

Bertams were reported sold at 6/9 and 7/- during the week.

Balgownies have weakened further and buyers only offer 51/-.

Changkat Serdangs have declined to 10/- at which price there are inquiries.

Ayer Panas are also weaker at 52/-.

Pajams have been sold during the early part of the week at 51/- and later at 53/- but at the close Singapore quotes 54/-.

Glenaglys are nominally quoted at 32/- with probable buyers from Singapore at 31/9.

Indragiris have further declined and can be placed at 5/-.

Pegohs have had a smart drop from 53/- to 52/- at which latter price they are in request.

Sandycrofts are wanted at the slightly lower rate of 33/-.

Singapore and Johore comes lower at 51/-, at which there are inquiries.

United Singaporeans have weakened to 51/- closing in demand.

Ayer Kongs are required for 51/-.

Panals can be sold at the reduced rate of 51/-.

Alor Gajabs are weaker at 51/-.

New Serendabs have eased down to 22/- at which price they are in demand.

Advice of "Calls" on the following "Partly Paid Shares" arrived by mail:—

Langkat Sumatras.—A final call of 2/- per share as effect from 9th May.

Lamut.—A call of 3/- making 13/- paid up as effect from 31st May.

Bukit Kajangs.—A call of 5/- making 75/- paid up as effect from 31st June.

Eastern Internationals.—A call of 2/6 making 26/- paid up as effect from 31st July.

Exchange.—The Banks' closing T.T. quotations are as follows:—

On London 10/9
" Shanghai 74 1/2
" Singapore 76 1/2
ELLIS & ELLIS.

SINGAPORE QUOTATIONS.

Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

Alor Gajabs	52 1/2
Ayer Kongs	51
Ayer Panas	52
Balgownies	51
Changkat Serdangs	10 1/2
Elphinstones	3
Glenaglys	32
Indragiris	5
New Serendabs	22 1/2
Pajams	51 1/2
Panals	51 1/2
Pegohs	52
Sandycrofts	51
Singapore and Johores	51
United Singapore	51 1/2

When the *Spiralis* arrived at Manila on 6th inst. from Luang, Samar, she was at once levied upon by the sheriff of the city at the petition of Guillermo Hernandez to satisfy part of a large claim amounting to P47,000 that firm has against Orin Hernandez who, it is claimed, is the owner of the ship and the cargo. Soon after the seizure of the ship and its cargo valued at about P10,000 was made, Messrs. Birk Meyer and Company who also claim to be the owners of the vessel, entered a protest against the levy made and appeared in court to deposit a guarantee for the liberation of the cargo so that it may be landed. The claim is still before the court and will come up for trial this coming week.—Cebu News.

To-day's Advertisement.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 5% for the half year ending 30th June, 1910, on the Paid-Up Capital.

DIVIDEND WARRANTS payable on TUESDAY, the 30th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 30th August, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 12th August, 1910. 1540

BRITISH RUBBER INDUSTRY.

INTERVIEW WITH MR. C. ARTHUR LAMPARD.

Mr. C. Arthur Lampard, Chairman of Harrison and Grosfield, Ltd., the well-known tea and rubber firm, communicated some of his views on the general outlook for rubber to a member of the *Financial Times*.

"Commercially, synthetic rubber is impossible," said Mr. Lampard when asked as to its chances, "for in a few years' time the low cost of producing plantation rubber will render all opposition from a chemical substitute entirely unprofitable, even if it can be produced at all in large quantities, which I regard as being extremely doubtful. So far, all authentic records go to prove the entire failure of the attempts to produce rubber synthetically, in the latex of which, by the way, there is no mineral, its composition being entirely vegetable, and Professor Tilden's conclusion, after experiments extending over many years, that the only salvation for the rubber industry lay in cultivation, holds good to-day, and will do, no doubt, for all time."

But it is on what I know will, a few years ahead, be our cost of producing. Plantation rubber is all respects as good, if not better, than so-called hard fine Para, that I base my statement that commercially the production of synthetic rubber is impossible and at the best only a dream of enthusiastic chemists who entirely ignore the practical side of the question."

THE GENERAL OUTLOOK.

"The outlook for cultivated rubber," Mr. Lampard observes, "has never been so bright as it is now. There is no disease which we have not mastered, no serious labour troubles to be feared, and while there is distinct room for improving our manufacture and making the most of our raw material, which is, I am convinced, identical with that produced in South America, the extreme youth of the industry must be taken into account, and what we have done in this short time must be indication of much better things in the future. In conclusion," said Mr. Lampard, "I would add that if the present fiscal policy of this country is maintained nothing can interfere with the wonderful progress of its commerce in general. Should, however, the folly of the people bring back Protection, it will rob us of our commercial supremacy and will cost us, financially more than any war, however disastrous or however expensive. I am not a politician, for I am too much engaged in other ways, but I have lived and worked in Protectionist countries and know what it means. This is a question far too important to be a party question; it should be made a national question, and then the real truth about and significance of Protection could be placed before the people of this country and they would realise that for the great mass Protection is nothing less than commercial slavery."

A NIGHT at cards ended in a loss of £1,700 to Mr. John Lamb, a rubber merchant, and a gain of £1,000 to Mr. T. A. Lamb, a rubber merchant. This amount was claimed from him on July 9 by Mr. L. A. Lamb, a rubber merchant, who claimed that the debt, and pleaded the Gaming Act. Mr. Lamb's claim was for the plaintiff.

SOLE AGENTS: "FRENCH STORE,"
Hongkong, 12th July, 1910.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER in 21 DAYS HONGKONG to VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

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"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
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"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
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Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

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Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed intermediate) the accommodation and commissariat being excellent in every way.

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Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI & SWATOW & NINGPO, ESANG	SATURDAY, 13th Aug. Noon.
TIENTSIN	CHEONGSHING	TUESDAY, 16th Aug. Noon.
SHANGHAI	KWONGSANG	TUESDAY, 16th Aug. Noon.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 19th Aug. Noon.
MANILA	LOONGSANG	FRIDAY, 19th Aug. 4 P.M.
SINGAPORE, PENANG & CALCUTTA, KUTSANG	SATURDAY, 20th Aug. Noon.
MANILA	YUENSANG	FRIDAY, 26th Aug. 4 P.M.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers *Kiungang*, *Namang* and *Fookshing* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light & daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Ohafio, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215. Hongkong, 12th August, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAIGON	"HANGHONG"	13th Aug. Daylight.
CEBU	"ORIENT"	13th " Noon.
SHANGHAI	"ANHUI"	14th " Daylight.
ILOILO & CEBU	"KAIFONG"	15th " 4 P.M.
MANILA	"TEAN"	16th " 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"HUICHOW"	17th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	31st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chung*, *Zinan*, *Chienan*), with excellent passenger accommodation, Electric Light throughout & 11 Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo via through Bills of Lading to all Yangtze and Northern China Ports.

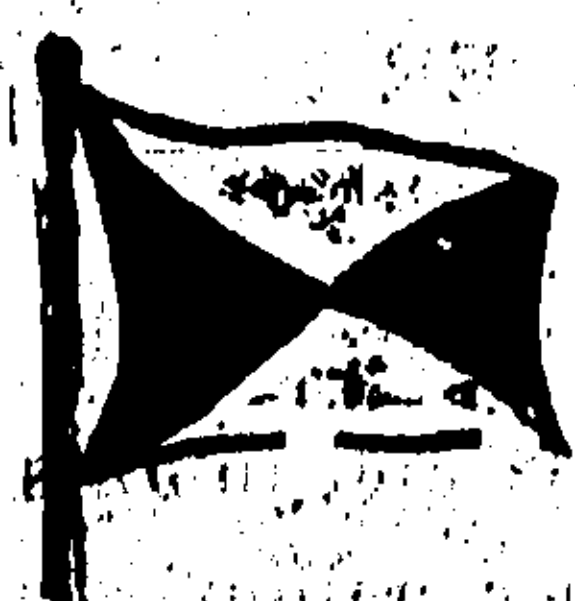
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16. Hongkong, 12th August, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Days	Captain	For	Sailing Date
ROBIN	15th	R. Rodgers	MANILA	SATURDAY, 13th Aug. at Noon.
ANTHONY	15th	A. Fraser	"	SATURDAY, 20th Aug. at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 16. Hongkong, 12th August, 1910.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA & KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept. at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silks, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	JOSHIN MARU Capt. Y. Yamamoto	MONDAY, 15th Aug. at Noon.
ANPING via SWATOW and AMOY	SOSHU MARU Capt. H. Murayama	WEDNESDAY, 17th Aug. at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and 1 September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING-RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 11th August, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1910
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, SOLOMON AND PORT SAID	ATJUTA MARU, Capt. Wm. Thomson, Tons 5000 HITACHI MARU, Capt. N. Mathieson, Tons 7000 MIYASAKI MARU, Capt. F. Mural, Tons 9500	WEDNESDAY, 17th Aug. at Daylight. WEDNESDAY, 31st Aug. at Daylight. WEDNESDAY, 14th Sept. at Daylight.

VICTORIA, B.C., & SEATTLE

SACU MARU, Capt. Horiuchi, Tons 7000

SATURDAY, 10th Sept. From KOBE.

VICTORIA, B.C., & SEATTLE

TAMBA MARU, Capt. K. Sato, Tons 7000

TUESDAY, 16th Aug. at 4 P.M.

MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA

AWA MARU, Capt. S. Ishikawa, 1000 Tons

13th Sept. at 4 P.M.

SYDNEY AND MELBOURNE

KUMATO MARU, Capt. M. Winkler, Tons 6000

FRIDAY, 2nd Sept. at Noon.

VIAMANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE

YAWATA MARU, Capt. T. Sekine, Tons 5000

FRIDAY, 10th Sept. at Noon.

BOMBAY, Via SINGAPORE

BLINGO MARU, Capt. J. G. Parsons, Tons 7000

TUESDAY, 23rd Aug.

SHANGHAI, MOJI & KOBE

TOGA MARU, Capt. Y. Nomura, Tons 6200

WEDNESDAY, 17th Aug.

NAGASAKI, KOBE and YAWATA MARU, Capt. T. Sekine, Tons 5000

WEDNESDAY, 31st Aug. at Noon.

KOBE and YOKOHAMA

KITANO MARU, Capt. F. E. Cope, Tons 9000

THURSDAY, 2nd Aug. at Noon.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KOBUMOTO, Manager.

Hongkong, 12th August, 1910.

Telephone No. 16. Hongkong, 12th August, 1910.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain Powell, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, to 500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Teu for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Oceanus*, due in London on 2nd October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Consignee and Value of all Packages are required.

For further Particulars, apply to

A. A. HEWETT, Superintendent

Hongkong, 8th August, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through-Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on SATURDAY, the 20th August, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th July, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"CARMARTHENSIRE,"

Captain Daniel, will be despatched as above on or about 20th August.

This steamer has excellent accommodation for first class passengers at cheap rates, is fitted with Electric Fans in State Rooms, and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 9th August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER B.C., SEATTLE AND ALBUQUERQUE

SHANGHAI, MOJI, KOBE AND YOKOHAMA

Steamer Tons Captain Onboard

Redhill 3,889 H. E. Dowell 23rd Aug.

Suez 6,121 F. S. Cowley 27th Sept.

Kamer 6,237 G. B. McGill 20th Oct.

Aymric 4,361 J. Boyd 20th Nov.

Calling at Amoy and Keelung if sufficient inducement offer.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 9th August, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG:

FOR NEW YORK ONLY

S.S. "DRAEMAR" (To sail hence on or about 25th inst.)

FOR BOSTON NEW YORK

S.S. "LENNOX" (On or about 3rd Sept.)

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 8th August, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ CANAL AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's responsibility ceases at the point of time. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the 31st inst. have left the Godowns.

A. A. HEWETT, Superintendent.

Hongkong, 12th August, 1910.

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Capt. G. F. Hudson, will be despatched for the above Ports on TUESDAY, the 16th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 11th August, 1910.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of August, at 9.30 A.M.

All claims must reach us before the 20th of August, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & Co., General Agents.

St. Elmo of Borg Admiral Jan. Krasniak

SHARE QUOTATIONS.

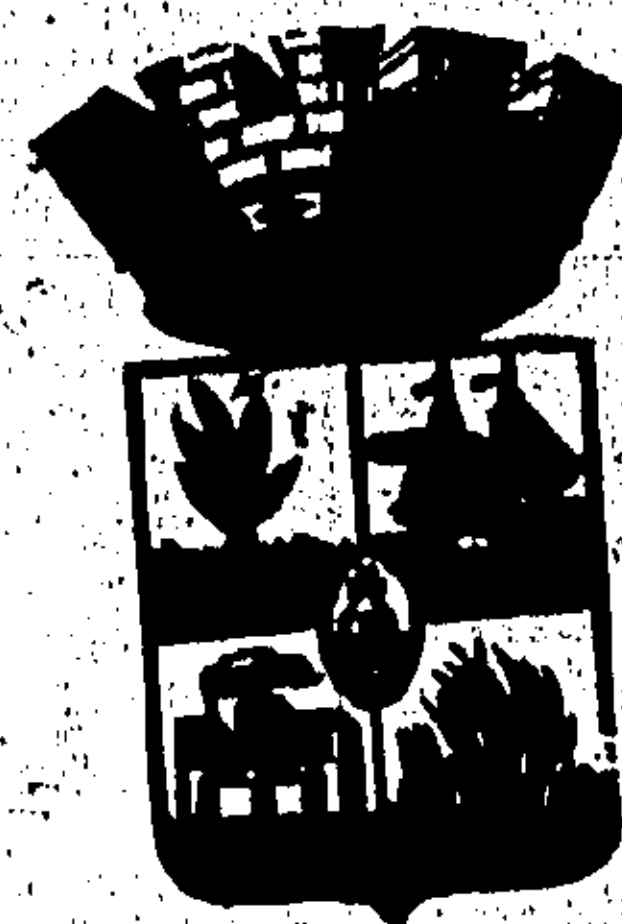
Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	OPTION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE DIVIDEND PERCENTAGE ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,00,000 \$150,000	\$2,028,968	£15/- for half year ending 31.12.09 @ ex 1/9th = \$15.11	5 %	\$250 \$249 1/2
National Bank of China, Limited	90,925	7	20	\$4,000 \$10,000	\$20,558	\$2 (London 2/6) for 1903	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$150,000 \$100,000	none	\$10 for 1908	6 %	\$170 sellers
North China Insurance Company, Limited	10,000	15	25	Tls. 221,000 Tls. 221,000 Tls. 140,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$100,000 \$100,000	\$27,024	Final of \$30 per share, making 10/- all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 %	\$245 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000 \$100,000	\$7,767	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200 sellers
FIRE & MARINE.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$100,000 \$100,000	\$418,400	\$6 and bonus \$2 for 1908	7 %	\$111 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$100,000	\$460,218	\$27 for 1908	8 %	\$350 sellers
SHIPPING.								
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	\$7,743 \$230,000 \$100,000	Dr. \$3,717	\$12 for 1908	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	...	\$1 for year ending 30.6.1908	...	\$27 sellers
Hongkong, Canton & Waco Steamboat Co., Ltd.	80,000	\$15	\$15	\$67,500 \$103,545 \$10,000	\$20,766	Final of \$24 for account 1910	8 %	\$31 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$138,100 \$730,000 \$100,000	£ 537.82	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 35.54	...	\$62 sellers
Do. Do. (Deferred)	60,000	25	25	\$730,000 \$100,000 \$100,000	192,994	36/- in 1/2 per share (comp. No. 12) making in all 4/- for 1908 and interim of 1/- for acc. '09	5 %	91 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	21	21	\$100,000 \$7,150 \$2,000	\$1,150	A dividend of 7 1/2 % for year ending 30.4.1910 (A bonus of 5 % for year ending 30.4.1910)	5 %	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$2,000 \$2,000 \$2,000	4 1/2 %	\$12 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$20,000 \$20,000 \$20,000	Dr. \$8,090	\$10 per share for 1909	6 %	\$167
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$125,808	\$3 for 1907	...	\$26 sellers
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,308	Tls. 10 for year ending 31.8.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	25	25	\$25,000 \$25,000 \$25,000	£ 1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 10
Ramp Australian Gold Mining Company, Limited	150,000	21	21	\$4,171 \$10,000 \$10,000	none	\$1 per share 1910 dividend	5 %	\$7 1/2
Oriental Consolidated Mining Co., Ltd.	500,000	G. \$10	G. \$10	none	none	Final of Gold \$0.65 for 1909 in all G. \$1.15	...	\$4 1/2
Docks, Wharves & Godowns	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.08	...	\$9 1/2 sellers
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.08	...	\$9 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$10,000 \$10,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$54 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$221,000 \$221,000 \$221,000	\$121,765	Interim of \$1 1/2 for account 1909	...	\$50
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,251	Final of Tls. 3 making Tls. 6 in all for 1910	6 1/2 %	Tls. 76
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 10,000 Tls. 15,000	Tls. 9,223	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 \$25,000 \$25,000	Tls. 4,314	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$75,175 \$10,000 \$10,000	\$24,011	\$1.20 on old and 60 cents on first new issue.	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$60,000 \$10,000 \$10,000	\$21,277	\$2.50 on old shares and 1.50 on new shares	2 %	\$104 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$80,000 \$10,000 \$10,000	\$27,904	for half year ending 31.12.09	7 %	\$28 1/2
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$150,000 \$20,000 \$20,000	\$5,471	Final of \$1 making \$7 for year end. 31.12.09	6 %	\$8 sales & 8 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$29	45 cents for 1909	8 1/2 %	\$53 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045 Tls. 20,000 Tls. 20,000	Tls. 63,069	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Final of \$1.85 making in all 3.80 per share for 1909	8 1/2 %	\$39 sellers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 40,000 Tls. 40,000	Tls. 10,991	Tls. 11 for year ending 31.12.09	8 1/2 %	Tls. 110
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$10,000 \$10,000	\$9,552	50 cents for year ending 31.12.08	5 %	\$5 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,750,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.09	4 1/2 %	Tls. 57 1/2
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,259	Tls. 6 for 1909	7 %	Tls. 68 1/2
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 12,172	Tls. 11,172	Tls. 25 for 1909	10 1/2 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 NIL \$1,500	£ 248	15 % per share for 1909	6 %	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$10,000 \$10,000	\$21,128	60 cents for 1909	...	\$9 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$2,602	70 cents for year ended 31.12.08	...	\$1.40 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$10,000 \$10,000	\$1,500	80 cents for 1909	9 %	\$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$10,000 \$10,000	\$1,500	\$1.20 for year ending 31.12.09	6 1/2 %	\$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$10,000 \$10,000	\$2,500	Final of 40 cents making in all 75 cents per share for 1909	10 1/2 %	\$62 sellers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$12,798	14 per cent. viz. \$1.40 for 1909	11 %	\$14 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$10,000 \$10,000	\$7,016	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$10	\$125,000 \$40,000 \$40,000	\$2,176	Final of \$3 for 1909	6 1/2 %	\$35 buyers
Hongkong Rose Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 547,500 Tls. 61,244	Tls. 216,682	Final of \$1 making in all \$2 for 1910	9 1/2 %	\$21 sellers
Mitsubishi Estate & Finance Co., Ltd.	25,000	Gs. 100	Gs. 100	Tls. 61,244	Tls. 216,682	2nd interim dividend of Tls. 12 1/2 for 1909	5 %	Tls. 1,390 1/2
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$10,000 \$10,000	\$3,014	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.6.10	5 1/2 %	\$14 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 12,640	None	...	\$11 buyers
Philippine Company, Limited	75,000	\$10	\$10	Tls. 14,810 Tls. 75,000	Tls. 1,530	Final Tls. 5 making Tls. 8 for 1908	2 1/2 %	Tls. 165 sellers
Shanghai-Samoa Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	none	none	First year	...	\$30 sellers
Societe des Papiers et Papeteries du Tonkin	12,200 Benefit shares 1,200	50 Halpang Nominal	25	none	none	None	...	\$800 Hongkong currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,096	None	...	\$25
Steam Laundry Company, Limited	30,000	\$25	\$5	none	\$127,86	10 % for year ending 31st May 1910	1 1/2 %	\$5 1/2 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,1956	none	60 cents for year ending 31.12.08	8 1/2 %	\$7 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000	\$141	60 cents per ord. share for year ending 31.12.09	5 1/2 %	\$12 1/2 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,421	25 cents for 1909	11 %	\$5 sellers and div
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$10,000 \$10,000	\$2,013	None	...	\$7 1/2 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$782	None	...	\$2 1/2 sellers

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

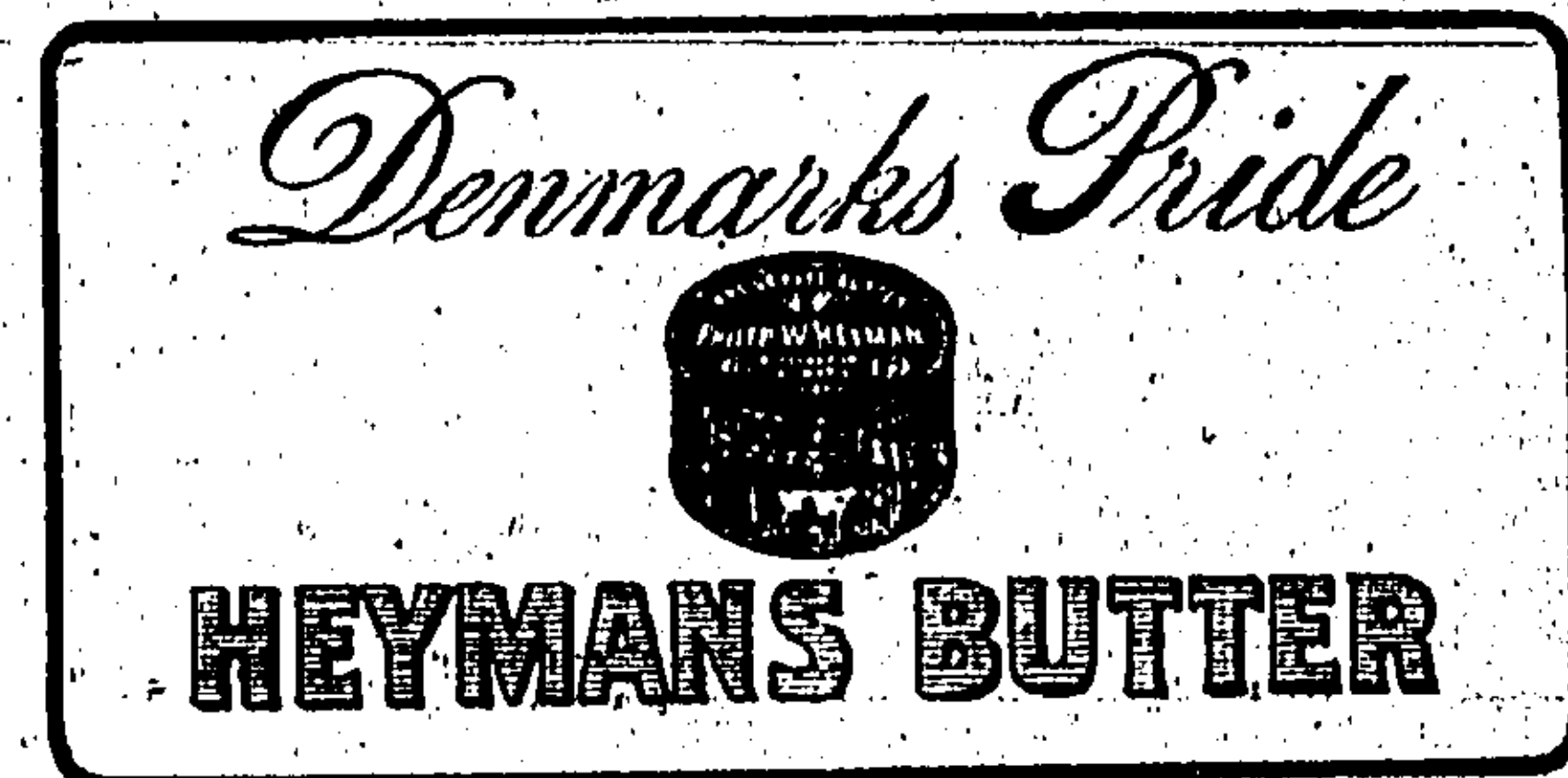
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfatos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETT & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

49

Hotels.

BAND I BAND II BAND III
AT THE

BELLE VIEW HOTEL.

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m. On SUNDAY, the 14th August.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hon. Kong, 10th August, 1910.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED),
QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.A FIRST CLASS RESTAURANT
(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brand of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

(199)

Intimations

A TOO STABLE.

LEIGHTON HILL ROAD.

(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

At the Stables on any day, Hongkong, 25 per animal.
At Kowloon, 25 per animal.

A TOO STABLE.

LEIGHTON HILL ROAD.

Hongkong, 22nd March, 1910.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

at the Stables on any day, Hongkong, 25 per animal.

At Kowloon, 25 per animal.

A TOO STABLE.

LEIGHTON HILL ROAD.

Hongkong, 22nd March, 1910.